

## The Washington Times

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FRANK A. MUNSEY.

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THURSDAY, MARCH 12, 1903.

### Gas Production in Germany.

A recent consular report on municipal activities in German cities tells of the development of the gas industry there. Most gas works in Germany are owned by the cities. Private ownership is almost as rare in Germany as public ownership is in the United States.

One result which comes from the methods in vogue in Germany, as likewise in England—where, also, public ownership is the rule—is that something worth while is known about this business. The managers and superintendents of such works are thoroughly organized and meet often to exchange experience and compare notes. Their activities are directed to giving the public better and cheaper service.

In the United States there is a larger degree of co-operation among gas concerns than is generally known, but it is directed to a very different end. Its purpose here is to be mutually helpful in maintaining prices, preventing the public from learning too much about the fair and reasonable cost of producing, and to co-operate in preventing reduction of prices.

The result is that the gas business is a mystery to most people in this country. There are plenty of experts, but it is a point of honor—and business—with them to stand together. The expert in one city is ready to testify in behalf of the gas monopoly in another city, and to help demonstrate that the price of gas really couldn't be reduced without great injury and injustice to the producers.

Your gas expert is a versatile person. When gas cost \$1.50 in Washington he could demonstrate that reduction of the price would bankrupt the gas makers. Now that gas is \$1, he is ready to show that there is just a comfortable living margin at that figure. If the price should be reduced to 75 cents, he would just as promptly show that the business was at the point whence further reduction was impossible; but the business would continue, and there would be no difficulty about it.

There are a few honest and independent gas experts, men who are in a position to tell the facts, because they owe nothing to private monopoly. It is promised that opportunity will be given to have some of these tell what they know about gas, before the Congressional committees, before the session is ended, and the possibility of action on the price of gas in Washington is at an end. The experts will be produced whenever opportunity is given.

### Fight the Sectionalism.

The gravest danger before inland waterways development is not the tight-wad Congressional Committee on Appropriations. It is sectionalism. Unless the men who are in earnest in this cause take effective precautions against such shortsightedness they will delay and confuse the whole undertaking.

A letter in the Rochester Post-Express pointedly suggests all this. It is extremely moderate. It is not even unfair to other sections. But the writer is mightily afraid the Lakes-to-the-Coast route may not get all the attention it deserves, and so New York may miss some of her share.

Suppose similar feeling is manifested along the Mississippi valley, and along the Atlantic coast, what chance will Congress have to plan extensive improvements with an eye solely to the good of the country? Its members will be thinking of this work as they think of the tariff:

Take care of my people at home, and I don't care what the rest of the country gets.

Now, it is not altogether impossible to avoid this. That is, if Congress really wants to avoid it. Planning the improvement of rivers so that they can perform the greatest service for commerce is not a job of political thimble-rigging. It is a work for experts in engineering and transportation. A body of such men, organized as a temporary commission, would be able to determine—

First, what routes should ultimately be developed.

Second, what route is most needed at the outset.

Third, how much money can

profitably be spent on such a project, and at what rate a year.

Certain projects, like the dredging of the lower Mississippi, must be integers in any plan. Let Congress appropriate for a year's continuation of such work. Then let it also provide a commission to give coherency and correlation to the whole system of interior American waters, and so furnish later Congresses a basis for appropriations in system and comprehensiveness. After that no section could expect to obtain more than its share, or reasonably lose its share, while the nation and a great cause would be saved the discredit of a scramble, and we should all be nearer the benefits of competing transportation facilities.

Let's dam up the sectionalism in advance.

### Keeping Out the Undesirables.

Congressman Cooper of Wisconsin has been quoted as of the opinion that the effort to stop undesirable immigrants at our very doors will never be a success. He doesn't think it worth while to expect to keep out anarchists, confirmed criminals, and other bad people, by a process of looking them over when they step off the boat.

Mr. Cooper thinks the Government has need to look to the immigration agencies—the big steamship companies, and we fully agree with him. The steamship companies make their money out of third-class passengers. They organize and promote that business systematically. They maintain bureaus for promotion of the enterprise all over Europe. When it isn't convenient to get immigrants in one country, they go to another. They don't worry about the moral character or the past record of the applicant for transportation. They want to know if he has the price.

The steamship companies ought to be required to assume a large part of the responsibility for the character of immigrants they bring. They should be compelled to require of every applicant for immigrant's passage a governmental certificate of character that would mean something. Without that certificate the emigrant should be shut out of this country. It would not be long before, at least, the business of deliberately turning loose criminals in order that they might be shipped off to America would stop.

Senator Aldrich's reputation as a legislative driver is going to receive a great access if he succeeds in passing his currency bill through the Senate by the vote which now seems probable. President Roosevelt's reputation as a legislative driver will be even more augmented if he forces the measure through the House, as is likewise altogether probable from present indications.

The ladies ought to make a good deal out of this revelation of the fact that New York's long-established ideal bachelor was a married man. Doubtless it was marriage made him ideal.

If Washington gets a chance to vote on the prohibition question there is just one thing to do. A high board fence should be built around the town, and season tickets for the campaign should be sold at about \$1,000,000 each. Everybody who could spare up the money would buy a ticket, and when the campaign was ended he would know he'd had the worth of the money.

A New Jersey infant was thrown out of a third-story window in order to save it from a fire, and was in no wise injured. Too bad some of these Presidential candidates who are going to be thrown out of the windows soon couldn't learn the baby's knack.

King Alfonso seems to have more luck than capacity for good management, but maybe the fact that he also has a creditable endowment of nerve plays a part in his repeated escapes from assassination.

It is a good guess that China made a good guess when she guessed that Japan just simply wants trouble, and is going to get it one way or another.

This idea of somebody annexing himself to the Anaconda state wouldn't be so startling if there were reasonable prospect that, having done the annexing, he would carry them away a long distance and lose them.

### BOTTLE'S LONG VOYAGE.

When Frank L. Burnett was on board the United States steamship Marblehead four years ago and while at Callao, Peru, he threw overboard a bottle with a piece of paper bearing his name, address and the date, August 13, 1904. Mr. Burnett recently received the following letter:

Island of Flores, Azores, Oct. 24, 1907.  
Frank Burnett, Kansas City, Mo.  
Dear Sir: The paper that you threw overboard from the U. S. S. Marblehead at Callao, Peru, was washed ashore at the island of Corvo, Azores, on the 25th day of September, 1907, and it had the date of August 13, 1904.

JAMES MARKAY.  
Mr. Burnett, says the Kansas City Star, received a letter a few days ago from the Hydrographic Office, of the Navy Department, telling him that the finder of the bottle and the paper had sent them to that office.

The Hydrographic Office informed Mr. Burnett that it is the most remarkable drift of a bottle—30,000 miles, from the north Pacific to the north Atlantic ocean—that has been recorded.

## February Circulation Figures

Net Daily Average:

The Times.....44,820

The Star.....38,969

## Prize of Five Dollars Offered Times Reader For Cleverest Answer



Gen. George H. Harries, general manager of the Washington Railway and Electric Company, and William F. Gude, president of the Petworth Citizens' Association, met the other day.

Said Mr. Gude: "When are you really going to improve the abominable service we get on the Brightwood car line?"

Said General Harries: "Of course, you know we are operating that line at a distinct loss. Nevertheless, we want to do everything possible to better the service for our patrons, and we shall be able to make improvements there soon—very soon."

Perhaps General Harries thought more than he said. If so, what was it?

Think it over. What DID he think? Send your answer to the Question Editor, Washington Times. The person submitting the best answer will receive five dollars. The answer may be from one to twenty-five words. All replies MUST be written on postal cards and contain full name and address of sender. Answers will be accepted until 6 o'clock Saturday afternoon, and the name of the person submitting the best reply will be published in The Sunday Times.

Answers to the question are pouring in by the hundreds, and because of this volume of mail, letters cannot be considered. Replies must be sent on postal cards.

Following are some of the recent answers:

"I don't meddle with other people's business, but hold your breath and see what will be done."

Seabrook, Md. Miss Bertha Kagle.

"With Roosevelt's sixth term on the way, and his seventh almost begun, you will find the Brightwood line the same."

As ever—"On the bum!"

112 D street northwest.

"A soft answer turneth away wrath."

Room 55, 1200 Pennsylvania avenue.

"Major Harries thought he had better wait until Congress adjourns before answering that question."

38 Washington street, Anacostia.

"When the controllers of the line got power to infuse confidence in patrons, we will 'break' the bad service and switch on improvements."

200 Four-and-a-half street southwest.

"Just as soon as our patrons make improvements in the Brightwood car line's abominable income."

200 Four-and-a-half street southwest.

"When we get the current. See?"

105 Rhode island avenue.

"What you want and what you will get are two different things."

47 Twelfth street southeast.

"Universal transfers, 3-cent fares, tracks to Union Station, and a cross-town line will be old things by that time."

47 Twelfth street southeast.

"Thought we would let Mr. Gude draw his own conclusions when he would improve the service."

605 Sixth street northwest.

"I will improve the service on the Brightwood line when the time comes that I am forced to do so, and not before."

105 Rhode island avenue n. w.

"Soon oh, yes, soon, along with transportation to the moon."

702 Nineteenth street northwest.

"It is a blessing that our thoughts are our own."

121a Fifteenth street northeast.

"Mind you own business."

222 Fourteenth street southwest.

"Why do people ask such important questions?"

1254 Wisconsin avenue.

"We will give better service when the road runs us; also, when the Citizens' Association stops trying to run the road."

20 Washington street, Anacostia.

I think General Harries said to Mr. Gude:

"As soon as the Petworth citizens realize the importance of the car service

to the heart of Washington everything will be done for their benefit."

A Henderson,

888 King street, Alexandria.

"Now is the time to dissemble."

A. L. Flint,

Bethesda, Md.

"Gee, what a bluff I did put up."

James J. Creamer,

617 Eleventh street northeast.

"Skiddoo! A man once made a fortune by attending to his own business, and made another one by letting other people's alone."

Mrs. A. P. Hinton,

1315 Tenth street northwest.

It may not be in your time,

But you are going to get improvements on the Brightwood line."

W. Walsh,

1176 Thirty-second street.

"I don't think you will get any improvements very soon, if I can possibly help."

Jesse Hawkins,

29 Howard avenue, Anacostia.

"Now be (good) Gude."

(Miss) Rena Livingston,

866 O street northwest.

"When Congress compels us we will put more cars on. Hope they won't compel us."

Charles Plunkett,

140 Decatur street northwest.

"How glibly are the people on the Brightwood line! How impotent! How thoroughly in the grasp of a corporation! How disconcerted! I their movements of redress."

D. J. Partello (Late Secretary),

Chairman Railroad Committee, Petworth Citizens' Association,

414 Eighth street northwest.

"Very soon, Mr. Gude; in the sweet by-and-by."

Charles H. Flynn,

98 Park road.

"Some day when sweet dreams come true."

Doris Brown,

222 Thirtieth street.

"He thought that Mr. Gude might possibly better put in the cars."

Winona Prender,

735 D street northeast.

"Now to make good I will have some more hanging straps put in the cars."

Edwin T. Mayhew,

512 Thirtieth street southeast.

### THE QUEEN'S LESSON.

One of the ladies in waiting to the late Queen Victoria had a very bright little daughter about four years old, and of whom the Queen was very fond.

The Queen invited the child to have lunch with her. Of course, the mother was highly pleased, and charged the little girl to be very careful about her table manners and to be very polite to the Queen.

When her name came home in high praise, and the mother asked her all about the luncheon. "Were you a very polite little girl?" asked the mother.

"Oh, yes, I was, quite," said the little girl. "The Queen wasn't."

"Why, what did she do?" asked the mother.

"She took her chicken bone up in her fingers, and I just shook my finger at her, like you did at me, and said, 'Piggy, piggy, piggy.'"

### A NEW VERSION.

She was a pudgy little person whose squareness was combined with a delicious and indescribable rotundity. Each of the children had been taught a text to recite at the Sunday school

## WOULD IMPROVE THE MILITIA

Dr. Stratton Thinks Nation and State Should Co-operate.

Says Only Patriotism Should Impel Request for Ships.

According to Commander Samuel W. Stratton, of the District of Columbia naval militia, patriotic interests alone should urge the members in Congress from the Atlantic coast States to ask for an appropriation of money for the construction of naval vessels of modern types for the naval militia of each State. Following the construction of such ships Commander Stratton thinks that arrangement should be made by the Navy Department for effective co-operation between officers of the regular navy and those of the State naval militia.

Commander Stratton is of the opinion that such action is imperative for the reason that the naval militia is well known to need much improvement in a number of ways, and especially because the coast States would be the very first to suffer should complications arise with some foreign power which might direct its attacks to the Atlantic coast. For the past fifteen years Mr. Stratton has been advocating the improvement of defenses along the Atlantic coast by increasing the efficiency of the naval militia forces.

"The importance of the naval militia should our coast be attacked, cannot be doubted, yet up to the present time we find this branch sorrowfully neglected. When the naval militia gets the opportunity to go to sea the Navy Department provides us with antiquated vessels which cannot be used for anything else and the drills are not given much consideration by the department or looked upon as important by naval officers. We get no real naval practice to speak of, are never included in the naval drills or given an opportunity to follow modern naval developments.

### Sees Signs of Awakening.

"A fair example of the interest taken by the Navy Department in the naval militia is shown by the fact that not only the naval militia is now with the battleship fleet."

"I am glad to see now, however, that Mr. Newberry, the Assistant Secretary of the Navy, is taking an active interest in improving the naval militia of each State, and that he has arranged for the naval militia to participate, if they wish, in the coming maneuvers of the auxiliary war craft under Commander Marsh."

"The advantages of this practice are too evident to be talked about. There are those who say that these modern ships need skilled men to handle them, which, of course, is true, but there is no reason why a naval officer could not be placed in command of any modern ship to date which the naval militia might have. He could have a complement of men if necessary to help out, but, by being on board, by witnessing and participating in the work and drills, all by drilling with naval ships, these militia men could vastly improve their efficiency."

Maine, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, Maryland, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, and Texas all have interests which are dependent upon sea forces to protect against naval attack on this side of the continent.

### Urges States to Act.

"Why cannot these States realize that it is of distinct interest to them to contribute to an effective form of home defense? They should therefore urge that Congress provide a separate vessel for each State naval militia which would drill men and add to the effectiveness of home defense."

"There would be no need of large vessels for the naval militia. Vessels of moderate size, if modern, would be sufficient for the drill of the men. Auxiliaries or torpedo boat destroyers should be provided."

"There is no doubt whatever that Mr. Newberry's idea of permitting the naval militia and naval vessels to co-operate is an excellent one. There has been considerable co-operation in the past. When the success of this experiment is shown I believe the Navy Department will continue to advocate joint maneuvers for the future."

The improvement of the naval militia is advocated by Dr. Stratton and meets with the approval of many naval officers in the service. Officers have had the idea of co-operation between the naval militia and navy for some time, but have not openly expressed their views. Now that Mr. Newberry has taken the lead and Commander Marsh is busy preparing for the maneuvers they openly endorse the plan.

## LOEB'S LONG SERVICE BREAKS FORMER RECORDS

Secretary Loeb has broken all records for length of service in the important position he now holds. On the eighteenth of this month he will have served as Secretary to the President for five years, and it is safe to say that no man ever enjoyed the confidence of his chief to a greater measure. The President announced to a party of friends at luncheon about two years ago that Mr. Loeb was "the best secretary that any President ever had," and as he has retained him in the place and was instrumental in securing for him an increase of salary a year ago, the indications are that he continues to hold him in the same high regard.

Mr. Loeb is just as loyal to his chief as he is proved by the fact that when the Washington Railway and Electric Company recently reorganized and elected the Secretary as one of the directors, and the slate was all prepared to put him in as the President and manager of the colossal concern, he refused to take the place until such time as President Roosevelt would no longer need his services at the White House.

### LOOKED LIKELY.

An old country gentleman, returning home rather late, discovered a yokel with a lantern under his kitchen window, who, when asked his business there, stated that he had only come a-courting. "Come a what?" said the late gentleman. "A-courting, sir, I see courting Mary." "It's a lie! What do you want a-courting for? I never knew one when I was a young man." "No, sir," was the yokel's reply; "I didn't think you'd be judging by the missus." The Argonaut.

## Coming to Theaters

John Drew comes to the New National next week in his successful comedy "My Wife," which scored a hit earlier in the season at the Empire Theater, New York, where it ran for four months. Mr. Drew has appeared in Washington in many plays, but "My Wife" is said to afford him the great opportunities for his display of histrionic ability.

Charles Frohman has provided the star with a company, which includes, in addition to Miss Billie Burke, such players as Ferdinand Gottschalk, Walter Soderling, Morton Selten, Albert Rocca, Mario Majeroni, Rex McDougall, Frank Goldsmith, Dorothy Tennant, Ida Greeley Smith, Mrs. Kate Pattison Selten, Hope Latham, Miss May Galyer, and others.

### Edith Mathison at Belasco.

Three brothers, estranged and lost to each other in a bitter world struggle are the central figures of Charles Ramo Kennedy's new play, "The Servant in the House," which comes to the Belasco Theater next week. They are impersonated by Walter Hampden, Tyrone Power, and Charles Dalton; while the chief feminine emotional role is interpreted by Edith Wynne Mathison. Mabel Moore, an English actress, and Arthur Lewis and Gailwey Herbert are also members of this cast, which Henry Miller has organized under the title of "associate players" with the idea of keeping it a permanent company for the presentation of higher class drama.

### New Comedy at Columbia.

At the Columbia Theater next Monday evening Henry B. Harris will present the new farce comedy, "The Traveling Salesman," with Thomas W. Ross in the title role. Although Washington is to have the initial performance of the new piece, it is promised every effort will be made by Mr. Harris to insure a series of perfect representations. "The Traveling Salesman" is said that Mr. Forbes has drawn a characterization quite as strong and quite as original in the work and Louis, as played by Rose Stahl in "The Chorus Lady."

### Mme. De Lussan at Chase's.

Chase's attractions next week will include the grand opera diva, Mme. Zelle De Lussan. Genaro's Venetian Gondolier Band, Phyllis Rankin and Harry Davidson, Charles Leonard Fletcher, Mr. and Mrs. Jimmie Barry and company, Emil Sauer, Mrs. Chester's \$10.00 Statue God, and the motion pictures, "The Last Cartridge."

From other cities come reports that Mme. De Lussan has proved a record-breaking attraction, and Chase's is anticipating no exception in Washington. The diva is one of the foremost of America's singers.

### Pantomime at Academy.

Coming to the New Academy, the week beginning Monday, March 16, with matinees Tuesday, Thursday, and Saturday, is "Hanson's Superba," the spectacular pantomime, will be seen. Gorgeous ballets, handsome scenery, and elegant costumes are promised. It contains many features, such as the fairy farm yard, the mammoth engine, artist and the dancing bear, the duck, the last of the giant egg, the accommodating cow.

When is a farmer not a farmer? That is the question propounded by Senator Martin, as he stood in a group in the Naval Affairs Committee room. The whole question, it seems, was due to the fondness of Senator Tillman for telling upon the slightest provocation that he is a farmer.

Admiral Capps disclosed the fact that he, too, has the failing of many an other seagoing, and is not content on shore unless he has a small stock farm to play with.

The admiral found no difficulty in gratifying his desires in this direction until he was ordered to report to the Bureau of Construction, as chief, with the rank of rear admiral.

Since that time the admiral found that when he planted a row of potatoes he invariably planned to protect it from potato bugs with a belt of armor composed of common stones. Consequently he abandoned his attempt to run a farm that he might run the navy. He could not repress his envy of Senator Tillman, however, and expressed the opinion that life is not

### THE WOMAN HE WANTED.

When Senator James A. Hemenway of Indiana was campaigning in southern Indiana recently he delivered an address before an audience of farmers in a country schoolhouse.

In the course of his remarks he reviewed the great agricultural prosperity of the country, and, as an illustration, told a story of a poor farmer who had left, leaving to his wife the farm and a mortgage. He said that the widow set to work with a will and succeeded, upon one year's wheat crop, in paying off the entire mortgage.

When he had completed his speech the Senator, as the customary custom of the occasion, shook hands and greeted the members of his audience. One middle-aged farmer finally approached him thoughtfully and began:

"Senator, you told a story 'bout the widow raising a mortgage on one year's crop?"

"Yes, my friend, that was a true story. It happened only last year, during our prosperous times."